



## COUNTY OF LOS ANGELES

### FIRE DEPARTMENT

5823 Rickenbacker Road  
Commerce, California 90040

**DATE:** June 13, 2005

**TO:** Department of Regional Planning  
Permits and Variances

**SUBJECT:** CUP 03-147

**LOCATION:** Southwest corner of Huntington Dr. & Rosemead Blvd., Arcadia

- ☐ The Fire Department has no additional requirements for this permit.
- ☒ The required fire flow for this development is **5000** gallons per minute for **5** hours. The water mains in the street fronting this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.
- ☐ Install    Public and/or    On-site and/or **3** Upgrade 6" X 4" X 2 1/2" fire hydrants, conforming to AWWA Standard C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- ☒ **Location:** Submit original Fire Flow Availability Form 196 to our office for 3 existing public fire hydrants, any 2 on Rosemead Blvd. closest to the development and 1 located on the Southeast corner of Huntington Dr. and Donnelly Ave. Submit location and fire flow data to our office for any existing on-site fire hydrants. Our Fire Department hydrant map shows 2 existing on-site fire hydrants.
- ☒ **Access:** The entrances from Rosemead Blvd. and Fairview Ave. shall provide a minimum unobstructed width of 20' for ingress and 20' for egress. The main Fire Department access with a width of 28' and 30' is adequate. Perpendicular parking aisles shall comply with the Department of Regional Planning for minimum width standards.
- ☒ **Special Requirements:** Resubmit site plan to the Fire Department with the required driveway width and fire hydrant locations. Architectural plans shall be submitted to the Department's Commerce Fire Prevention Office for review and approval, prior to building permit issuance. (323) 890-4125.

Fire Protection facilities; including access must be provided prior to and during construction. Should any questions arise regarding this matter, please feel free to call our office @ (323) 890-4243.

Inspector: Juan C. Padilla

Co.CUP 9/00



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

July 14, 2005

IN REPLY PLEASE  
REFER TO FILE: **T-4**

Mr. David Shender, P.E.  
Linscott, Law & Greenspan, Engineers  
234 East Colorado Boulevard, Suite 400  
Pasadena, CA 91101

Dear Mr. Shender:

**KOHL'S COMMERCIAL DEVELOPMENT  
TRAFFIC IMPACT STUDY (MAY 19, 2005)  
CONDITIONAL USE PERMIT 03147  
SAN GABRIEL AREA**

As requested, we have reviewed the above-mentioned document. The project site is located at the southwest corner of the intersection of Rosemead Boulevard at Huntington Drive in the unincorporated area.

The proposed project consists of the development of an 88,407-square-foot retail store with an 8,500-square-foot restaurant. The project site is currently occupied by 21,776 square feet of retail use, 2,400 square feet of office space, 7,004 square feet of dental office space, 13,075 square feet of restaurant use, and five single-family residential units. All of the above-mentioned existing buildings will be demolished as part of the project. The project is estimated to generate a net increase of approximately 3,164 vehicle trips daily, with 68 and 286 net vehicle trips during the a.m. and p.m. peak hours, respectively.

Vehicular access for the project will be provided via one driveway on Huntington Drive, two driveways on Rosemead Boulevard and one driveway on Fairview Avenue. The driveway on Huntington Drive and the north driveway on Rosemead Boulevard will be restricted to right-turn ingress and egress only. The southerly driveway on Rosemead Boulevard will be full access ingress with right-turn egress only. The Fairview Avenue driveway will be right-turn ingress and left-turn egress only to prevent project traffic from traveling through the residential neighborhood to the west of the project.

The following site access improvements are the sole responsibility of the project, shall be made a condition of approval, and shall be in place prior to issuance of any building permits.

Rosemead Boulevard at Fairview Avenue

Install a traffic signal.

The project is solely responsible for the design, procurement, and installation of the traffic signal prior to issuance of any building permits. The project shall enter into a secured agreement with Public Works for the cost of the traffic signal. This amount, which is estimated to be \$250,000, is subject to adjustment based on the estimated cost of the traffic signal at the time the agreement is executed. The security will be released upon the completion and approval of the traffic signal installation.

Rosemead Boulevard at Southerly Project Driveway

Install a northbound left-turn lane.

Caltrans and/or the County reserve the right to restrict full access at the southerly driveway along Rosemead Boulevard, should traffic conditions change or north/south traffic movement be impeded due to overflow queuing at the left-turn pockets.

We generally agree with the study that the traffic generated by the project alone will significantly impact the following intersections. The proposed mitigation measures indicated in our previous letter dated June 10, 2004 (copy enclosed) to the consultant are still applicable, except for the following revised mitigation measures at the intersection of Rosemead Boulevard and Huntington Drive. Detailed signing and striping plans of the proposed mitigation measures and along the project frontage shall be prepared and submitted to Public Works (and Caltrans if needed) for review and approval prior to issuance of any building permits.

Rosemead Boulevard at Huntington Drive

North approach: Two left-turn lanes, one through lane, and one shared through/right-turn lane instead of one left-turn lane, one through lane, and one shared through/right-turn lane.

South approach: Two left-turn lanes, one through lane, and one shared through/right-turn lane instead of one left-turn lane, one through lane, and one shared through/right-turn lane.

Mr. David Shender  
July 14, 2005  
Page 3

Modify traffic signals as necessary.

We also generally agree with the traffic study that the cumulative traffic generated by the project and other related projects in the area will significantly impact the following intersections. The proposed mitigation measures indicated in our previous letter to you dated June 10, 2004 (copy enclosed) are still applicable. Although the project has submitted conceptual striping plans, a cost estimate of the following mitigation measures shall also be provided for review and approval.

Rosemead Boulevard at Foothill Boulevard  
Rosemead Boulevard at Colorado Boulevard  
Rosemead Boulevard at Duarte Road  
California Boulevard and Sunset Boulevard at Huntington Drive

We agree with the traffic study that the project will not have a significant impact to any of the studied Congestion Management Program intersections in the area.

The following comments pertain to our site review.

Your study notes that the project applicant can provide funds for the traffic-calming measures on the residential streets west of the project site, if warranted. We recommend that upon opening for business, the project be responsible for counting and monitoring traffic volumes on Fairview Avenue and Lotus Avenue adjacent to the development, quarterly over a 12-month calendar year, for a period of 3 years. 24-hour traffic volume counts can be taken on Tuesday, Wednesday, and Thursday of a typical week and the average daily trips (ADT) can be calculated from these counts. All counts will be conducted and the reports prepared by either the County or, at the County's discretion, by an independent professional traffic engineering company selected by the County. All cost associated with the monitoring program would be the sole responsibility of the project. Counts should not be taken during holiday periods or during periods when major events/celebrations may occur. The monitoring reports will include the ADT (including the traffic count data from all 3 days and the average derived the counts) and will indicate how the ADT relates to the baseline.

The existing, baseline, ADT for Fairview Avenue and Lotus Avenue can be established using the procedure noted above. We recommend that the traffic counts for Fairview Avenue be taken between Lotus Avenue and Rosemead Boulevard and for Lotus Avenue between Huntington Drive and Fairview Avenue. If the ADT increases by more than indicated on Table 1 over the established baseline for two consecutive monitoring periods, it would imply that the project was responsible for the increase.

Mr. David Shender  
July 14, 2005  
Page 4

**TABLE 1**

Existing Average Daily Traffic (ADT)	Allowable Project Related Increases in ADT (by percentage)
0 to 999	16% > ADT final
1,000 to 2,000	12% > ADT final
2,000 to 3,000	10% > ADT final
3,000 to 4,000	8% > ADT final

We recommend that the project applicant enter into a secured agreement with the County of Los Angeles Department of Public Works for a sum of \$25,000 as a guarantee for any traffic calming measures which may be needed to mitigate the increase in traffic resulting from their development. Public Works will hold the deposit for a period of 3 years, commencing on the date that the project opens for business. If traffic-calming measures are not deemed necessary by Public Works to mitigate traffic resulting from the project development at the end of the 3 years and after the final monitoring report is submitted, the deposit will be returned to the project applicant.

The project shall maintain adequate line of sight at all driveway locations and provide fire station flashing beacons and limit lines on Rosemead Boulevard.

If you have any questions regarding the review of this document, please contact Mr. Patrick Arakawa of our Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4867. For other questions regarding striping plans or cost estimates, please contact Mr. Matthew Dubiel at (626) 300-4862 or Mr. Sam Richards at (626) 300-4842.

Very truly yours,

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DONALD L. WOLFE  
Acting Director of Public Works



WILLIAM J. WINTER  
Assistant Deputy Director  
Traffic and Lighting Division

PA:cn

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Enc.

cc: Caltrans (Cheryl Powell), Department of Regional Planning (Hsiao-Ching Chen)



JAMES A. NOYES, Director

# COUNTY OF LOS ANGELES

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IN REPLY PLEASE

REFER TO FILE: T-4

June 10, 2004

Mr. David Shender, P.E.  
Linscott, Law & Greenspan, Engineers  
234 East Colorado Boulevard, Suite 400  
Pasadena, CA 91101

Dear Mr. Shender

**KOHL'S COMMERCIAL DEVELOPMENT  
TRAFFIC IMPACT STUDY (FEBRUARY 20, 2004)  
ADDENDUM (MARCH 23, 2004)  
CONDITIONAL USE PERMIT 03147  
LOS ANGELES COUNTY**

As requested, we have reviewed the above-mentioned documents. The project site is located on the southwest corner of the intersection of Rosemead Boulevard at Huntington Drive in the unincorporated area of Los Angeles County.

The proposed project consists of the development of a 98,497-square-foot retail store with an 8,500-square-foot restaurant. The project site is currently occupied by 16,421 square feet of retail use, 2,400 square feet of office space, 7,004 square feet of dental office space, 13,075 square feet of restaurant use, and five single-family residential units. All the above-mentioned existing buildings will be demolished. The project is estimated to generate a net increase of approximately 2,659 vehicle trips daily, with 41 and 233 trips during the a.m. and p.m. peak hours, respectively.

Vehicular access for the project will be provided via two right-turn in and out only driveways on Huntington Drive. The north driveway on Rosemead Boulevard will also be restricted to right-turn in and out only. However, the proposed south driveway on Rosemead Boulevard for full inbound access is not acceptable. Please revise your site plan to show this driveway as restricted to right-turn in and out only. As you may know, the County is currently negotiating with Caltrans for their relinquishment of Rosemead Boulevard. If we are unable to reach an agreement with Caltrans prior to your development of the site, you will be required to obtain an encroachment permit from Caltrans. Therefore, please obtain Caltrans' input on your site plan.

Mr. David Shender  
June 10, 2004  
Page 2

Your site plan indicates that the existing driveway on Fairview Avenue will not be open to public. However, for the purpose of our traffic analysis, we must assume that it will eventually be used for general public purposes. Therefore, the project shall be required to design a traffic signal for the Rosemead Boulevard and Fairview Avenue intersection to our satisfaction. The developer shall also deposit an acceptable form of security with us for the cost of the signal's installation. The security will be used if and when the driveway gate is removed.

We agree with the study that the traffic generated by the project alone will significantly impact the following intersections. Detailed striping and/or signal plans shall be prepared and submitted to PW and Caltrans for review and approval.

Rosemead Boulevard at California Boulevard

West approach: One left-turn lane, two through lanes, and an exclusive right-turn lane (add an exclusive right-turn lane).

Modify traffic signals as necessary.

Rosemead Boulevard at Huntington Drive

West approach: Two left-turn lanes, four through lanes, and an exclusive right-turn lane (add an exclusive right-turn lane). The right-turn lane shall be 300 feet long. This appears to be feasible geometrically; however, the mitigation measure will require the removal of four parking spaces on the west. The feasibility of removing the parking spaces must be evaluated before this mitigation measure is accepted.

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Modify traffic signals as necessary.

The cumulative traffic generated by the project and other related projects in the area will significantly impact the following intersections. The project shall submit a conceptual striping plan and cost estimate of the following mitigation measures for review and approval of the proposed mitigation measures. For locations where the removal of parking is required, a feasibility of removing the parking spaces must be evaluated before the proposed mitigation measure is accepted. The project shall contribute its proportionate share of the cost for the following mitigation measures.

Rosemead Boulevard at Foothill Boulevard (Project impact: 36.76 percent)

The proposed addition of a second left-turn lane for the south approach is not recommended since it would require the removal of the existing raised median. Rosemead Boulevard is classified as a major highway and the raised median is part of its fully improved cross section.

As indicated in the study, the intersection is included in the City of Pasadena's I-710 Freeway Gap Interim Mitigation Projects that will implement the Intelligent Transportation System (ITS) types of improvements. The project shall pay its pro-rata share of 5.6 percent toward the City's ITS projects for this intersection. The ITS projects at this intersection will mitigate the cumulative traffic impact to a level of less than significant.

The project shall consult with the City of Pasadena regarding the feasibility of this mitigation measure. Documentation of the consultation with the City shall be provided to PW.

Rosemead Boulevard at Colorado Boulevard (Project impact: 18.2 percent)

West approach: One left-turn lane, two through lanes, and an exclusive right-turn lane (add an exclusive right-turn lane). This proposal is feasible with the widening on the south side of Colorado Boulevard; however, the mitigation measure will require the removal of approximately five parking spaces. The feasibility of removing the parking spaces must be evaluated before this mitigation measure is accepted.

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The project shall also pay its pro-rata share of 18.2 percent toward the City's ITS project for this intersection. The signal modification, along with the addition of an exclusive right-turn lane will mitigate the cumulative impact to a level of less than significant.

The project shall consult with the City of Pasadena regarding the feasibility of this mitigation measure. Documentation of the consultation with the City shall be provided to PW.

Rosemead Boulevard at Huntington Drive (Project impact: 18.9 percent)

East approach: Two left-turn lanes, four through lanes, and an exclusive right-turn lane (add an exclusive right-turn lane). This appears to be feasible geometrically; however, the mitigation measure will require the removal of four



parking spaces on east approaches. The feasibility of removing the parking spaces must be evaluated before this mitigation measure is accepted.

Modify traffic signals as necessary.

Rosemead Boulevard at Duarte Road (Project impact: 36.7 percent)

West approach: One left-turn lane, two through lanes, and an exclusive right-turn lane (add an exclusive right-turn lane). This appears to be feasible geometrically, however, the mitigation measure will require the removal of approximately four parking spaces. The feasibility of removing the parking spaces must be evaluated before this mitigation measure is accepted.

Modify traffic signals as necessary.

California Boulevard and Sunset Boulevard at Huntington Drive (Project impact: 25.6 percent)

West approach: One left-turn lane, four through lanes, and an exclusive right-turn lane (add an exclusive right-turn lane).

This improvement will require the elimination of curbside parking along the south side of Huntington Drive west of California Boulevard and Sunset Boulevard. The project shall coordinate with the City of Arcadia regarding the feasibility of this mitigation measure. Documentation of the consultation with the City shall be provided to PW.

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Modify traffic signals as necessary.

In order to complete our review, a revised 40-foot-scale site plan shall be prepared and submitted to PW for review and approval:

- Adequate turning radius for a typical 18-wheeler trailer truck on-site at the project ingress driveways, at the loading areas, in the parking lot, and egress driveways. We recommend a minimum traffic index of 7.0 to be used along the truck route within the project site.
- We recommend employee parking to include the 22 parking spaces adjacent to the north driveway on Rosemead Boulevard.

Mr. David Shender  
June 10, 2004  
Page 5

- The Keep Clear Zone (including limit lines and "Keep Clear" pavement markings) should be located between the fire station driveway (south side) and project driveway north of the fire station driveway, as shown in the enclosed sketch. Flashers should be located just before the pavement markings in each direction of travel.
- The exact location of the fire station driveway on Rosemead Boulevard shall be indicated on the site plan.

A determination shall be made regarding whether the project has a significant impact on Rosemead Boulevard and Foothill (I-210) Freeway. Caltrans shall be consulted to obtain its written concurrence with the California Environmental Quality Act (CEQA) level of significance determination for its transportation facilities. If Caltrans finds that the project has a CEQA significant impact on its facility, Caltrans shall be requested to include the basis for this finding. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included in the study and submitted to PW for review and approval.

The Cities of Arcadia, Pasadena, San Gabriel, San Marino, and Temple City shall also be consulted to obtain their written comments with regard to potential project CEQA significant traffic impact on the transportation circulation system within their jurisdictions and for necessary mitigation measures to mitigate the project significant impacts. Written comments from each City shall be included in the revised study and submitted to PW for review and approval.

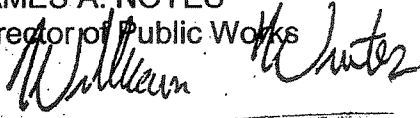
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Mr. David Shender  
June 10, 2004  
Page 6

If you have any questions, please contact Mr. Suen Fei Lau of our Land Development Review Section at (626) 300-4709; for questions regarding striping plans, feasibility study, conceptual striping and cost estimates, please contact Mr. Sam Richards of our Land Development Review Section at (626) 300-4842; for questions regarding the removal of parking spaces, please contact Ms. Guita Sheik Traffic Investigation Section at (626) 300-4712; and for questions regarding traffic signal installation/modification, please contact Mr. Martin Amundson of our Traffic Systems Section at (626) 300-4774.

Very truly yours,

JAMES A. NOYES  
Director of Public Works



WILLIAM J. WINTER  
Assistant Deputy Director  
Traffic and Lighting Division

Enc.

JF:cn  
EIR04072.doc

cc: Supervisor Michael D. Antonovich (Paul Novak)  
Department of Regional Planning (Daryl Koutnik)

---

bc: Dean Efstathiou  
Land Development (Witler)  
Traffic and Lighting (Amundson, Richards, Sheik)



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

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JAMES A. NOYES, Director

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ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

July 15, 2003

IN REPLY PLEASE  
REFER TO FILE: **LD-4**

TO: Russell Fricano  
Zoning Permits Section I  
Department of Regional Planning

FROM: Barry S. Witler  
Transportation Planning and Subdivision Review Section  
Land Development Division

### **CONDITIONAL USE PERMIT NO. 03-147**

We have reviewed the subject case in the East Pasadena area in the vicinity of southwest corner of Huntington Drive and Rosemead Boulevard. This case is for the construction of a two-story Kohl's Department Store and a new restaurant.

If this permit is approved, we recommend the following conditions:

1. Dedicate the right to restrict vehicular access on Huntington Drive and Rosemead Boulevard along the property frontage.
2. Dedicate right of way 30 feet from centerline on Fairview Avenue. Five feet of additional right of way is required along a portion of Fairview Avenue.
3. Construct missing sidewalk on Fairview Avenue along the property frontage to the satisfaction of Public Works.
4. Reconstruct curb and gutter on Rosemead Boulevard at those areas where there are missing gutters along the property frontage to the satisfaction of Caltrans.
5. Close any unused driveways on Huntington Drive, Rosemead Boulevard, and Fairview Avenue with standard curb, gutter, and sidewalk to the satisfaction of Public Works and Caltrans.
6. Repair any displaced, broken, or damaged curb, gutter, sidewalk, driveway apron, and pavement on Huntington Drive, Rosemead Boulevard, and Fairview Avenue to the satisfaction of Public Works and Caltrans.

7. Comply with the following street lighting requirements to the satisfaction of Public Works:
  - a. Provide street lights on concrete poles with underground wiring on Huntington Drive, Rosemead Boulevard, and Fairview Avenue. Street lighting plans must be approved by the Street Lighting Section.
  - b. Upon Conditional Use Permit approval, the applicant shall enter into a secured agreement with the County of Los Angeles for the installation of the street lights in the amount of \$72,000. The applicant shall comply with the conditions of acceptance listed below in order for the Lighting Districts to pay for future operation and maintenance of street lights. The street lights shall be installed per approved plans prior to issuance of a Certificate of Occupancy.
  - c. The area must be annexed into the Lighting District and all street lights in the project, or the current phase of the project, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. Provided the above conditions are met, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year, provided all street lights in the project, or approved project phase, have been energized and the developer has requested a transfer of billing at least by January 1 of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met.
8. Obtain an encroachment permit from Caltrans for any work on Rosemead Boulevard.
9. Submit a traffic study to Public Works for review and approval, and comply with mitigation measures identified in the approved traffic study to the satisfaction of Public Works.
10. Plant street trees on Huntington Drive and Fairview Avenue to the satisfaction of Public Works.
11. Underground all existing and new utility lines to the satisfaction of Public Works.

WH:ca  
P:\LDPUB\TRANS\CUPS\CUP 03-147 KOHL'S STORE.DOC

cc: Traffic and Lighting (Abdelhadi, Lau)

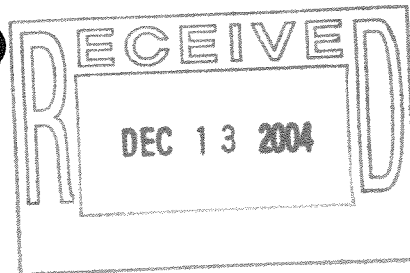


# COUNTY OF LOS ANGELES

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ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
[www.ladpw.org](http://www.ladpw.org)



December 7, 2004

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE  
REFER TO FILE: PD-2

Mr. Mitchell Kauffman, President  
Chapman Woods Association  
P.O. Box 70524  
Pasadena, CA 91117

Dear Mr. Kauffman:

### **ROSEMEAD BOULEVARD-I-210 TO CITY OF TEMPLE CITY BOUNDARY STATUS OF PROPOSED ROADWAY AND BEAUTIFICATION IMPROVEMENTS**

At the request of Supervisor Michael D. Antonovich, I am providing you with the following status report on the proposed roadway and beautification improvements for Rosemead Boulevard between the subject limits. We are moving forward with preparation of the design plans for the proposed roadway improvements along this reach of Rosemead Boulevard. I have enclosed a copy of these plans for your information. The plans for the beautification improvements are still in the concept phase. It is anticipated that these improvements will include the hardscaping and landscaping of the center medians as well as the installation of trees along the parkway areas adjacent to Rosemead Boulevard. The proposed roadway improvements will not change the existing geometrics of the roadway of two lanes in each direction with curbside parking.

On February 18, 2004, State Senator Jack Scott introduced Senate Bill (SB) 1375 to initiate relinquishment of this portion of Rosemead Boulevard from the State Department of Transportation (Caltrans) to the local jurisdiction, the County. This bill authorizes the California Transportation Commission to relinquish to the County the specified portion of Rosemead Boulevard upon terms and conditions being agreed to by the State and the County. On September 9, 2004, SB 1375 was approved by the Governor and filed with the Secretary of State. It is to be effective January 1, 2005. On March 19, 2004, Caltrans provided an estimate of \$2.5 million to bring Rosemead Boulevard to a "state of good repair." Our estimate of the work that is needed is approximately \$8.8 million. As such, we are continuing our negotiations with Caltrans regarding the relinquishment and appropriate funding commitment. Discussions, though, have not proceeded as quickly as we thought they would.

We hope to reach an agreement with Caltrans soon so that we may complete the relinquishment of Rosemead Boulevard by spring 2005, followed soon thereafter by the proposed roadway and beautification improvements. In order to achieve this time frame, we may have to agree to accept the funding to bring the roadway to a "state of good repair" in a future year when funding for transportation projects may be more readily available.

Mr. Mitchell Kauffman  
December 7, 2004  
Page 2

The County of Los Angeles Department of Regional Planning, acting in the capacity of "Lead Agency," has filed a "Notice of Completion" of a draft Environmental Impact Report (EIR) for the commercial development project on the west side of Rosemead Boulevard between Huntington Drive and Fairview Avenue. A copy of the draft EIR is enclosed. The formal public review period for the draft EIR is from November 22, 2004, to January 5, 2005. Written comments on the draft EIR should be submitted to Dr. Hsiao-Ching Chen of the Department of Regional Planning at 320 West Temple Street, Los Angeles, California 90012. All comments received prior to the closing of the public hearing will be considered in the Final EIR. Additional information concerning this draft EIR may be obtained by contacting Mr. Kevin Johnson at (213) 974-6443.

We are doing everything possible to move forward with the relinquishment and the subsequent roadway and beautification improvements. Please contact me at (626) 458-3900 if you have any questions regarding this project.

Very truly yours,

DONALD L. WOLFE  
Interim Director of Public Works



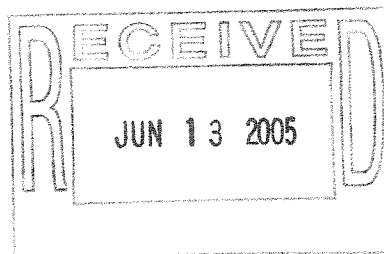
PATRICK V. DECHELLIS  
Assistant Deputy Director  
Programs Development Division

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Enc.

cc: Supervisor Michael D. Antonovich (Paul Novak)  
Department of Regional Planning (Kevin Johnson)✓

DEPARTMENT OF TRANSPORTATION  
DISTRICT 7, REGIONAL PLANNING  
IGR/CEQA BRANCH  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
PHONE (213) 897-6536  
FAX (213) 897-1337  
E-Mail: NersesYerjanian@dot.ca.gov



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Be energy efficient!*

Mr. Daryl Koutnik, Supervising Regional Planner  
Regional Planning Office  
Los Angeles County  
320 West Temple Street  
Los Angeles, CA. 90012

IGR/CEQA# 050578NY & 050604NY  
Kohl's Commercial Project  
LA/164,210/9.65,29.49

June 8, 2005

Dear Mr. Koutnik:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Kohl's Commercial Project (88,407 SF retail, 8,500 SF restaurant) in the Los Angeles County.

We have reviewed the project's Revised traffic study. Please make revisions indicated in red ink to reflect desired wording on pages (6 and 43 attachment) of the revised traffic study.

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 050578NY and 050604NY.

Sincerely,

Cheryl J. Powell  
IGR/CEQA Branch Chief  
Regional Transportation Planning

"Caltrans improves mobility across California"



A secondary driveway on Rosemead Boulevard will be located north of the existing Northwoods Inn restaurant. The secondary driveway will provide access to a 26 space parking lot which will be primarily used by employees. Due to the existing raised median on Rosemead Boulevard, this driveway will accommodate right-turn ingress movements and right-turn egress movements only.

In addition to the site access improvements described herein, the project will install a traffic signal at the Rosemead Boulevard/Fairview Avenue intersection <sup>as</sup> deemed <sup>necessary</sup> warranted by Caltrans, <sup>and the</sup> County.

### EXISTING STREET SYSTEM

The following intersections were selected for analysis to evaluate the potential traffic impacts generated by the proposed project:

1. Rosemead Boulevard and Foothill Boulevard (City of Pasadena/County of Los Angeles and CMP monitoring location)
2. Rosemead Boulevard and Colorado Boulevard (County of Los Angeles)
3. Rosemead Boulevard and California Boulevard (County of Los Angeles)
4. Rosemead Boulevard and Huntington Drive (County of Los Angeles and CMP monitoring location)
5. Rosemead Boulevard and Duarte Road (County of Los Angeles)
6. Rosemead Boulevard and Longden Avenue (City of Temple City and County of Los Angeles)
7. Rosemead Boulevard and Las Tunas Drive (City of Temple City)
8. San Gabriel Boulevard and Huntington Drive (City of San Marino and County of Los Angeles)
9. California Boulevard/Sunset Boulevard and Huntington Drive (City of Arcadia)
10. Baldwin Avenue and Huntington Drive (City of Arcadia)
11. Rosemead Boulevard and Del Mar Boulevard (County of Los Angeles)
12. Rosemead Boulevard and Fairview Avenue (County of Los Angeles)

- California Boulevard/Sunset Boulevard  
and Huntington Drive

PM peak hour: V/C ratio increase of  
0.017

The future cumulative (existing, ambient growth, project and related projects) traffic volumes at the study intersections for the PM peak hour are displayed in Figure 12.

### **Cumulative Mitigation**

The traffic analyses in the previous section determined that development of the cumulative development projects is anticipated to result in significant impacts at four intersections. The recommended traffic mitigation program developed for these projects includes physical roadway improvements and funding of traffic signal improvements. The following cumulative mitigation measures, as shown in Figure 13, are proposed:

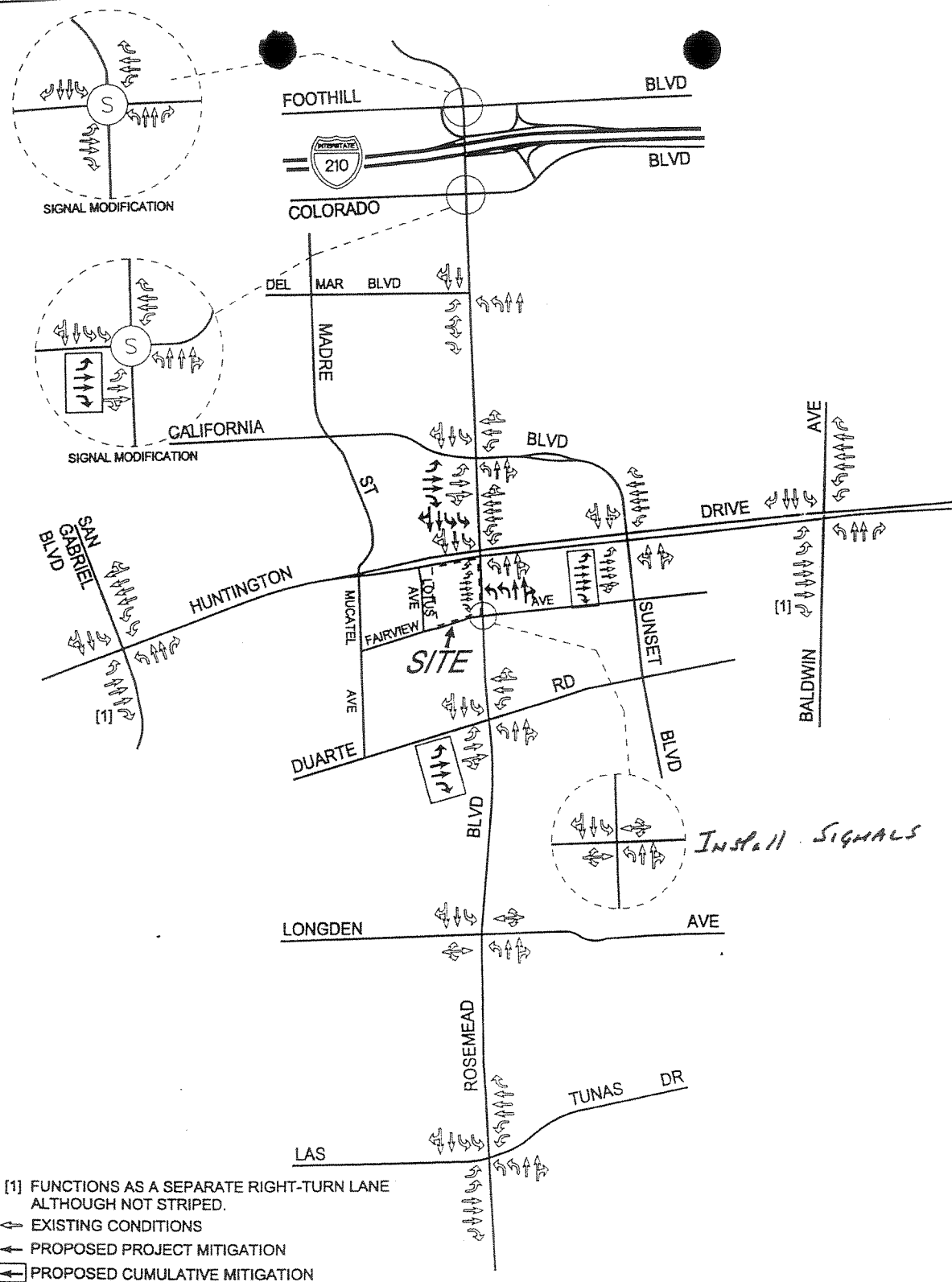
#### Rosemead Boulevard and Foothill Boulevard

Fifty percent (50%) of the Rosemead Boulevard and Foothill Boulevard intersection is located within the County of Los Angeles' jurisdiction. It is recommended that signal modifications would be required to include the Rosemead Boulevard and Foothill Boulevard intersection in the City of Pasadena and Los Angeles County Intelligent Transportation System (ITS). Signal modifications at the Rosemead Boulevard and Foothill Boulevard intersection are included in the City of Pasadena General Plan Mobility Element as part of the City's I-710 Freeway Gap Interim Mitigation Projects which proposes ITS on Rosemead Boulevard from the I-210 Freeway to Sierra Madre Villa Avenue. The I-710 Freeway Gap Interim Mitigation Projects have been approved by the City and are included in the City's Fiscal Year 2003 Capital Improvement Program.

The effectiveness of the mitigation measure were assessed through completion of the intersection capacity analyses which assume implementation of the recommended cumulative mitigation measure. As shown in Table 7, the proposed mitigation measure is anticipated to reduce the project's impact to less than significant levels.

#### Rosemead Boulevard and Fairview Avenue Signalize intersection.

c:\job\_files\3347\dwg\113.dwg LDP 11:26 47 04/11/2005 rodriquez



**LINSCOTT  
LAW &  
GREENSPAN**



ENGINEERS NOT TO SCALE

**FIGURE 13**  
**CUMULATIVE MITIGATION**  
**LANE CONFIGURATIONS**  
Kohl's Commercial Development Project

1-12-05

## 23958.4 B &amp; P APPLICATION WORK SHEET

## PREMISES ADDRESS:

SWC Rosemead Blvd & Huntington Dr.  
San Gabriel 91775LICENSE TYPE: On-Sale

## 1. CRIME REPORTING DISTRICT

SGPD Jurisdiction unable to provide statistical data.~~Reporting District: \_\_\_\_\_~~~~Total number of reporting districts: \_\_\_\_\_~~~~Total number of offenses: \_\_\_\_\_~~~~Average number of offenses per district: \_\_\_\_\_~~~~120% of average number of offenses: \_\_\_\_\_~~~~Total offenses in district: \_\_\_\_\_~~

Location is within a high crime reporting district: Yes / No

## 2. CENSUS TRACT / UNDUE CONCENTRATION

Census Tract: 4800.11Population: 5077 / County Ratio 1: 1177Number of licenses allowed: 5Number of existing licenses: 4Undue concentration exists: Yes / NoLetter of public convenience or necessity required: Governing Body / Applicant

Three time publication required: Yes / No

Person Taking Application

Investigator

Supervisor

Over

01-12-05  
09:31 AM**CENSUS TRACT INFORMATION BY CENSUS TRACT NUMBER**  
where county is 19-LOS ANGELES and census tract is 4800.11**TOTAL: 9**

COUNTY	Census Tract	DO	License Num	On Sale Active	On Sale Pend	Off Sale Active	Off Sale Pend
19	4800.11	02	41886	Y	N	N	N
19	4800.11	02	52999	Y	N	N	N
19	4800.11	02	166495	N	N	Y	N
19	4800.11	02	225855	Y	N	N	N
19	4800.11	02	258415	N	N	Y	N
19	4800.11	02	281041	N	N	Y	N
19	4800.11	02	338831	N	N	Y	N
19	4800.11	02	377517	Y	N	N	N
19	4800.11	02	420539	N	N	N	Y
Totals				4	0	4	1